

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4075

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TUESDAY, OCTOBER 18, 1904.

二拜禮

號八十月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$17,000,000
Sterling Reserve.....\$7,000,000
SILVER RESERVE.....\$1,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. R. Shawan.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubert, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1904. [15]

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 102, HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,
Karatsu, Nishinomiya, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways, Principal Railway Companies and Industrial Works, Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamaguchi and Ida Coal Mines; and
SOLE AGENTS for Fujinomiya, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoko,
Onoura, Otsubi, Sashima, Teubakuro, Yoshinotsu, Yoshio, Yuzukihara and other Coals.
S. MINAMI, Manager, Hongkong. [30]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 102, HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,
Karatsu, Nishinomiya, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, etc.

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Onoura, Otsubi, Sashima, Teubakuro, Yoshinotsu, Yoshio, Yuzukihara and other Coals.
S. MINAMI, Manager, Hongkong. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
KOBE	{ MAZAGON W. H. S. Hall	Oct. 19th, 5 P.M.	Freight only.
SHANGHAI	{ SIMLA F. R. Summers	About 21st October	Freight and Passage.
LONDON, &c.	{ MALTA R. A. Peters	October 22nd, Noon	See Special Advertisement.
SHANGHAI, MOJI and KOBE	{ BANCA J. B. Feigenson	About 25th October	Freight only.
(Passing through the Inland Sea).			
LONDON and ANTWERP via	{ MALACCA A. F. Street	About 28th October	Freight and Passage.
SINGAPORE, PENANG, COLOMBO, and PORT SAID			

For Further Particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, 18th October, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
and SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ HEINRICH	WEDNESDAY, 16th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 21st December.
SEYDLITZ	WEDNESDAY, 4th January, 1905.
GNEISENAU	WEDNESDAY, 11th January.
BAVERN	WEDNESDAY, 18th January.
ZIETEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 22nd March.
PREUSSEN	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.

ON WEDNESDAY, the 26th day of October, 1904, at Noon, the Steamship "ZIETEN,"
of the NORDDEUTSCHER LLOYD, Captain F. von Binner, with PASSENGERS,
SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 24th October, Cargo and
Specie will be received at the Agency's Office until Noon, on TUESDAY, the 25th October,
and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th October.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 18th October, 1904. [13]

Intimations.

LANE, CRAWFORD & CO.,

SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.
CRICKET Bats, Balls, Stumps, Gloves, &c.
FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.
GOLF Clubs, Balls, &c.
HOCKEY Sticks, &c., &c.
CROQUET Sets, &c.
BOXING Gloves, 4 oz., 6 oz., & 8 oz.
SANDOW'S Developers.

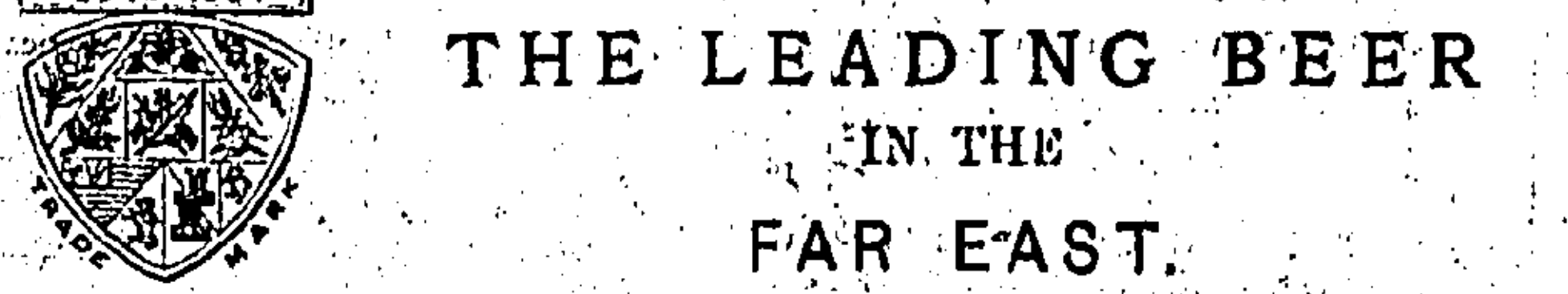
LARGEST STOCKS IN THE EAST,
AND FROM
THE BEST MAKERS.

LANE, CRAWFORD & Co.
Hongkong, 22nd September, 1901. [38]

KUPPER PILSENER BEER.

THE LEADING BEER
IN THE
FAR EAST.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.,
15, Queen's Road.
Hongkong, 6th October, 1904. [41]



Telephone
No. 75.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.,
15, Queen's Road.
Hongkong, 6th October, 1904. [41]

Intimations.

Bovril is an ideal food for the strong
and the weak. Bovril imparts extra
vigor to the healthy, greater strength
to the ailing. Bovril is, moreover, a
true friend in the kitchen. It adds
nourishment, and gives a delightful
"twang" to soup, sauces, gravies
and entrees.



TRADE MARK

TELEPHONE No. 135.

ASK FOR CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.
Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [778]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946]

PO CHEUNG & Co.,

昌發
14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.,
COUNTERS, PARTITIONS, FITTINGS, &c.,
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460.

Hongkong, 16th August, 1904. [833]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

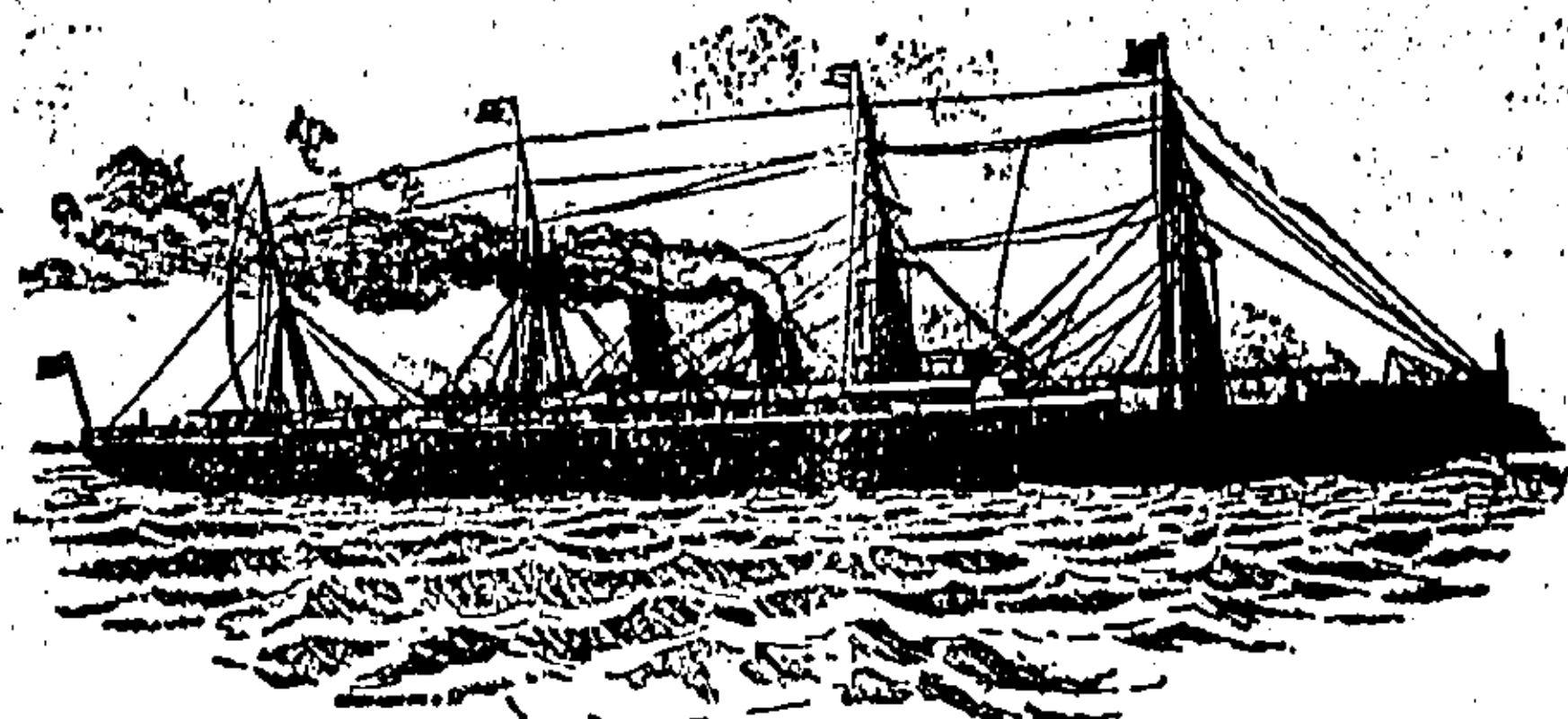
A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons..	SATURDAY, 20th October, at Noon.
"GAELIC"	4,205 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"ORINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DORIS"	4,784 "	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 24th December, at Noon.
"COPTIC"	4,352 "	TUESDAY, 3rd January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

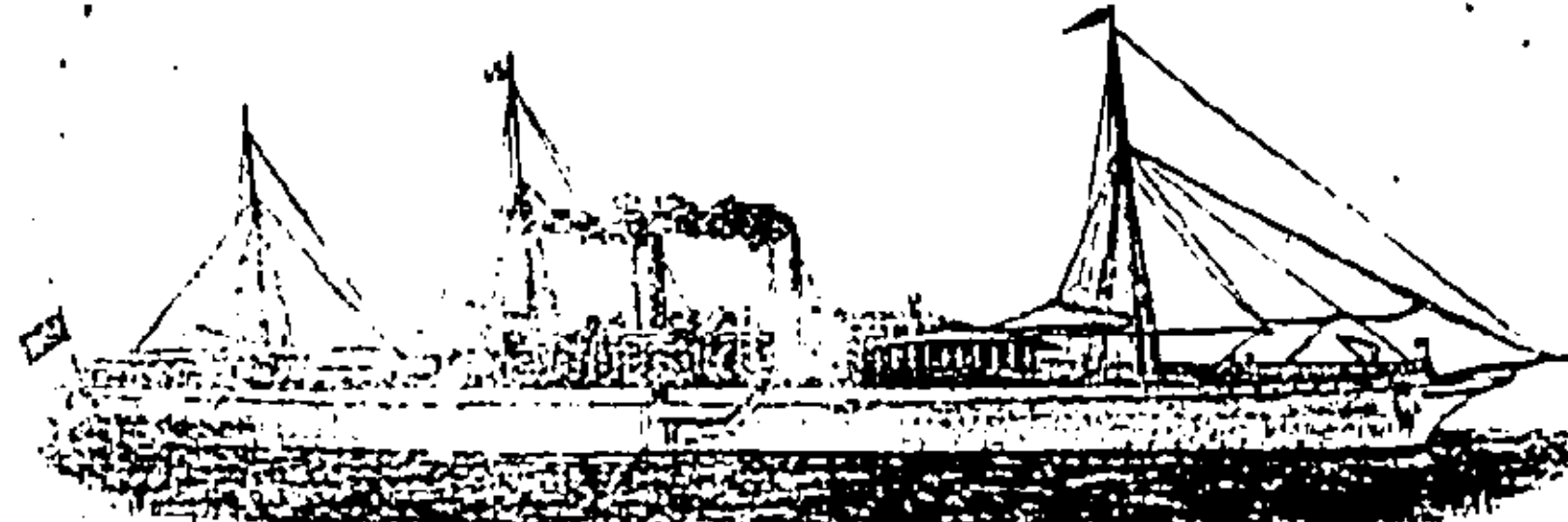
Through Bill of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" .. 6,000 Tons .. WEDNESDAY, 19th October.

"TARTAR" .. 4,425 " .. WEDNESDAY, 2nd November.

"EMPRESS OF INDIA" .. 6,000 " .. WEDNESDAY, 16th November.

"EMPRESS OF JAPAN" .. 6,000 " .. WEDNESDAY, 14th December.

"ATHENIAN" .. 2,440 " .. WEDNESDAY, 28th December.

"EMPRESS OF CHINA" .. 6,000 " .. WEDNESDAY, 11th January, 1905.

Hongkong to London, 1st Class .. via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate .. £40.

Steamers, and 1st Class Rail .. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 12th October, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FREIGHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS. DESTINATIONS. SAILING DATES.

SUEVIA .. HAVRE and HAMBURG. 18th October. Freight.

von Döhren .. (Calling at S'PORE, PENANG & COLOMBO). 18th October. Freight.

BRISGAVIA .. HAVRE and HAMBURG. 1st Nov. Freight.

Schilke .. (Calling at S'PORE, PENANG & COLOMBO). 1st Nov. Freight.

SLAVONIA .. HAVRE and HAMBURG. 15th Nov. Freight and Passengers.

(ex STRASSBURG) .. (Calling at S'PORE, PENANG & COLOMBO). 15th Nov. Freight.

SEGOVIA .. HAVRE and HAMBURG. 29th Nov. Freight.

Schoenfeldt .. (Calling at S'PORE, PENANG & COLOMBO). 29th Nov. Freight.

SENEGAMBIA .. HAVRE and HAMBURG. 13th Dec. Freight.

(ex NURNBERG) .. (Calling at S'PORE, PENANG & COLOMBO). 13th Dec. Freight.

ARMENIA .. HAVRE and HAMBURG. 27th Dec. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th October, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free. Hongkong, 20th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	3,361 tons	Captain R. D. Thomas.
"POWAN"	3,361 "	G. F. Morrison, R.N.R.
"FATSHAN"	3,361 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons | Captain J. Wilcox. |

"NANNING" 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

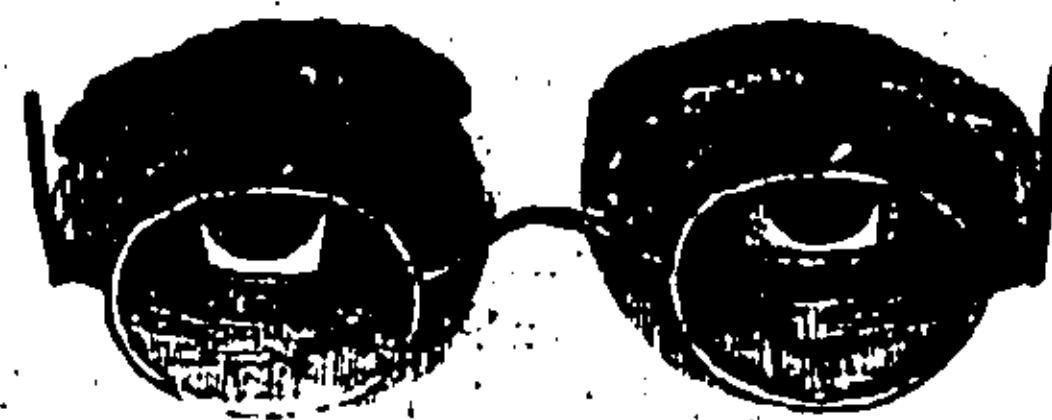
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHARTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLERS PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice House Road.

[S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING

and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE.

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 378

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerial Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment

Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt
and Straw Hats.

Lace Fichus and Scarves.

Vivella Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and

Damask Cloths.

Linen Huckerback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask

Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

&c., &c.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling

Bugs.

Winter Underwear.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 18th October, 1904.

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 20th October, 1904, at Noon, for the purpose of receiving the report of the Directors, together with Statements of Accounts for the year 1903 and for the half year ending 30th June, 1904, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 21st September, 1904. [1057]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon), on FRIDAY, the 21st proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,Canton Insurance Office, Limited,
Hongkong, 29th September, 1904. [1057]

MINISTERING CHILDREN'S LEAGUE.

A BAZAAR will be held on SATURDAY, October 22nd, on the VOLUNTEER PARADE GROUND, (kindly lent by Major Pritchard and the Officers, Hongkong Volunteer Corps) from 2 to 5 P.M.

Toboggan Slide, Dramatic Entertainment and Children's Play.

The proceeds will be given to the Victoria Home and Orphanage, the School for Blind Children, and other Charities.

Tees: Adults 20 Cents; Children 5 Cents.

Admission Free.

By kind permission of Major Caulfield and Officers, 110th Mahattala Lt. Infy., the Band will play during the afternoon.

NO CHITS TAKEN.

Hongkong, 14th October, 1904. [1134]

GOVERNMENT OF BRITISH NORTH
BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before the 15th November, 1904, for the following REVENUE FARMS, for the year 1905, or for the three years 1905, 1906, 1907:—

OPPIUM FARMS.
SPIRIT LICENCE FARMS.
PAWNBROKING FARMS.
GAMBLING RESTRICTION FARMS
(North Borneo only).

For Particulars, apply to—
Messrs GIBB, LIVINGSTON & Co.,
Hongkong.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the CUSTOMS FARM, including the sole right to collect all Import and Export duties payable to Government, exclusive of Import duties on WINES, BEER and SPIRITUOUS LIQUORS, which are farmed separately, and Export duty on ESTATE TOBACCO, TIMBER, COAL, MINERALS, CUTCH and manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Carke) extending from Sepitong river in Pailan Bay on the West Coast, to Brunsburk Point, Sibuko Bay, on the East Coast, including all bays, rivers and islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the Laws and Regulations now in force or to any Laws or Regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. GIBB, LIVINGSTON & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Presidents or Officers-in-charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered and which must be partly in cash to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

August 25th, 1904. [970]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
General Managers

Hongkong, 2nd September, 1904. [783]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.

Price (10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [785]

THE CHRONOLOGY OF TWO
WARS.

REMARKABLE COINCIDENCE IN EVENTS.

An American journal, the *Independent*, has observed that history repeats itself very closely in the Japan-China and Japan-Russia wars. The journal says:—"The same order of movements has been followed this year by the Japanese as in 1894; the same strategy has been employed, and so far (August) with almost identical results. Only the enemy is different, but not so different as might have been expected. The Russians seem to have learned nothing from the experience of the Chinese. Evidently in their war college textbooks there is no chapter dealing with the Manchurian war of ten years ago. As the military expert of the *London Times* says: 'Whether the Russians had ever heard of the battle of October 25th, 1894, we cannot tell; all we know is they occupied the same positions as the Chinese; were misled by the same ruses; and destroyed by the same attacks from the same directions.' The following chronological table supports this view.

WAR OF 1894.

May 1894.—Chinese troops invaded Korea.
June 3.—The Japanese Government announced at Peking its intention to take any necessary measures to protect its interests in Korea.
June 8.—Japanese troops landed on the west coast of Korea.
July 25.—Japanese cruisers attacked a Chinese warship and transport going to Korea, and sank the latter. In another engagement the same day two Chinese cruisers were sunk.

Aug. 1.—Formal declaration of war by Japan.
Aug. 11.—Twelve Japanese warships and six torpedo-boats entered the harbour of Wei-hai-wei at midnight to surprise the Chinese fleet, but were unsuccessful.

Aug. 25.—Treaty of alliance concluded between Japan & Korea.
Sept. 15.—Chinese defeated at the battle of Pingyang, and retreated to the Yalu river. Followed by the Japanese, who fortified Wiju.

Sept. 15.—Naval battle at the mouth of the Yalu. Chinese—8 battle-ships, 4 cruisers, 4 torpedo boats. Japanese—9 cruisers, 5 torpedo boats. Eight Chinese vessels sunk or disabled. Japanese nil.

Oct. 25.—The Japanese crossed the Yalu. Attacked the Chinese left flank by fording the Ai river, and carried the heights of Chulien-cheng. The Chinese retreated to Fuinhangcheng.

Oct. 28.—The Japanese reached Fuinhangcheng. The Chinese retreated without a fight towards Mukden, and fortified the pass at Motien.

Fuinhangcheng was made the Japanese base, and troops were sent westwards by three roads; one division sent to Taku-shan.

Nov. 11.—Gen. No. du marched from Taku-shan to Suiven and defeated the Russians, who retired to Haicheng.

Oct. 26.—Japanese army landed without opposition on the east of the Liaotung near Pitsewo.

Nov. 4.—Japanese marched south and captured Kinchow neck after feeble resistance by 1,500 Chinese.

Nov. 5.—Tallienwan taken, Japanese crossed towards Port Arthur, which was besieged.

Nov. 22.—Port Arthur captured by a double attack from sea and land.

WAR OF 1904.

Jan. 1904.—Russian troops invaded Korea.
Feb. 6.—The Japanese Government announced in St. Petersburg its intention to take any necessary measures to protect its interests in Korea.

Feb. 7.—Japanese troops landed on the west coast of Korea.
Feb. 8.—Japanese squadron destroyed the *Varyag* and *Korvys* in the harbour of Chemulpo.

Feb. 10.—Formal declaration of war by Japan.
Feb. 8.—Japanese torpedo-boats at midnight attacked the Russian fleet at Port Arthur, and disabled three vessels. Repeated attempts to block the harbour during the next two months.

Feb. 28.—Treaty of alliance concluded between Japan & Korea.
Mar. 5.—Skirmish at Pingyang. Russians retreated to the Yalu river, followed by the Japanese who fortified Wiju.

May 1.—The Japanese crossed the Yalu. Attacked the Russian left flank by fording the Ai river, and carried the heights of Chulien-cheng. The Russians retreated to Fuinhangcheng.

May 6.—The Japanese reached Fuinhangcheng. The Russians retreated without a fight towards Mukden and fortified the pass at Motien.

Fuinhangcheng was made the base of operations, and troops were sent westwards by three roads. Taku-shan occupied from the sea.

June 8.—Gen. Nordu marched from Taku-shan to Suiven and defeated the Russians, who retired to Haicheng.

May 6.—Japanese landed without opposition on the east and west coast of the Liaotung near Pitsewo and Port Adams.

May 26.—Japanese marched south and captured Kinchow after fierce resistance from the Russians, Japanese lost 3,500 men.

May 2.—Tallienwan taken, and Dalny a few days later. Japanese advanced to Port Arthur, which was besieged.

Nov. 2.—Port Arthur captured by a double attack from sea and land.

Dec. 19.—Japanese advanced north up the Liaotung peninsula, defeated the Russians at Wafengtien (Wafangkou) and concentrated round Haicheng.

Jan. 30, 1895.—Chinese opened peace negotiations.
Feb. 14.—Wei-hai-wei captured.
Mar. 4.—Newchwang July 25.—Newchwang occupied.

A BLIND CARD-PLAYER.

Of the many wonderful things accomplished by the blind I am not sure (says a correspondent of the *Chronicle*) that anything could be more remarkable than the ease with which a blind Canadian now visiting London plays cards. By profession an organist, this gentleman will take a hand at a rubber of whist without the least difficulty. Before starting he merely marks the cards with certain pinpricks as the denomination of each card is called out to him by one of the other players. The only drawback lies in the fact that silence during the game is impossible owing to the necessity of announcing each card as it is played so that the sightless player may know what is going on. So sure is he of his hand that he never hesitates or plays a wrong card. He will never allow himself to deal the cards because, if he did so, he could make himself acquainted with the "hands" of all the players, so dexterous is his memory and sensitive his touch.

CRITICISM ON ART.

The production of all works in art or poetry requires in their conception and execution not only an exercise of intellect, skill, and patience, but particularly a concurrent warmth of feeling and a free flow of imagination. An unkind word of criticism passes like a cold blast over their tender shoots, and shivers them up, checking the flow of the sap which was rising to produce, perhaps, multitudes of flowers and fruit. But, still, criticism is absolutely necessary to the development of art, and the injudicious praise of an inferior work becomes an insult to superior genius.—Prince Albert.

PETROLEUM.

Petroleum has a quite romantic little history. Naphtha and petroleum have been known from time immemorial, and the former is believed to have been the "salt of the earth" of the Old Testament. But the giant industry from which such enormous fortunes have been realised and had its origin in the little Derbyshire village at Riddings, just over 50 years ago. The late Lord Playfair arranged to sell. Only three hundred gallons a day were forthcoming at the outset, and one morning the purchaser of the yield, the late Mr. James Young, sent for Playfair in the greatest alarm. The oil was in a turbid condition, and he could not understand it. Playfair discovered the foreign element to be paraffin. Of this he extracted sufficient to make a couple of candles, which he placed upon his desk during a lecture before the Royal Institution on petroleum and its products. More of the candles were ordered, and fetched 20s. each. From these two illuminants sprang the paraffin industry; from the small spring at Riddings developed the petroleum trade, which has spread to so many parts of the new and old worlds. It is interesting to remember that up to that time the sole output of American petroleum had been limited to a few thousand barrels in Kentucky, which had been sold as a liniment by the title of "American oil."

PADEREWSKI.

M. Paderewski has intimated to a Sydney daily that henceforth he will make a charge of half-a-crown for his autograph, and that the money thus obtained will be devoted to the Chopin memorial fund (Warsaw). The great pianist has hitherto readily yielded to demands of this kind, but he has realised to his discomfort that the percentage of autograph-hunters to the rest of the population is higher in Australia than in most other countries. M. Paderewski is in any case only following a practice established amongst leading artists in England during the past 12 months. Sir Henry Irving, Sir Charles Wyndham, and Miss Ellen Terry are amongst those who make a levy on autograph collectors, and in this way already a considerable sum has been handed over to the theatrical charities.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	110
Do. demand	110 1/16
Do. 4 months' sight	110 1/16
France—Bank T.T.	230
America—Bank T.T.	44 1/2
Germany—Bank T.T.	180 1/2
India T.T.	137 1/2
Do. demand	137 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	110 1/2

4 months' sight L/C.	110 1/16
6 months' sight L/C.	110 1/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne.	23 1/2
4 months' sight France	23 1/2
6 months' sight do.	23 1/2
4 months' sight Germany	180 1/2
6 months' sight do.	180 1/2
Bar Silver	26 1/2
Bank of England rate	2 1/2

OPPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 1,070/1,100
Old @ 1,120/1,150
Older @ 1,180/1,210
Oldest @ 1,280/1,320
Panna New @ 1,170
Benares New @ 1,280
Persian (Paper) @ 110/120

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAM'OLIN PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine,—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

CHRISTMAS AND NEW YEAR GIFTS

FOR

HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignee) in any part of the World.

LATEST SHIPPING DATES.

To England	Nov. 8th
To France	Nov. 15th
To Germany	Nov. 9th
To Italy	Nov. 9th
To United States via San Francisco	Nov. 8th
To United States via Suez Canal	Oct. 10th
To India	Oct. 21st
To South Africa	Oct. 21st
To Australia	Oct. 21st
To Canada	Nov. 8th

CHINA PARCELS EXPRESS.

OFFICE: 3, DUNDRELL STREET.

Hongkong, 7th October, 1904. [1116]

ROBINSON PIANO
COMPANY, LIMITED.NEW IRON - -
FRAMED - -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO
PLAYER
\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING - -
MACHINES, -AN ACTUAL REPRODUCTION OF
THE HUMAN VOICE.

Hongkong, 14th October, 1904. [39]

NOTICE.

THE Public are hereby informed that no charge has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Intimations.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE
MELLOW
FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$18.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

TELEPHONE NO. 134
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestol goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.
MARINEWORK. Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 18, 1904.

A WEST RIVER OUTRAGE.

In another column we print particulars of
a strange occurrence related to one of our
representatives by Masters of British steamers
arriving from the West River this morning.
From these it will be gathered that piracy on
that important waterway of South China has
taken a turn of a more serious nature than
that which formerly characterised the depreda-
tions of these river roughts. Accustomed as
we are to hearing accounts of attacks on
native launches and junks by bands of
wandering marauders, the audacity of the
most recent outrage in which British ships
were involved, furnishes further proof of the
urgent necessity there is for the authorities
to take steps for putting a stop to this sort of
thing. "Piracy is still, unfortunately, pre-
valent," wrote the acting Commissioner of
Customs, at Canton, in his report of the
trade of that port for the year 1903, "and
were more energetic and effective measures
adopted for its suppression, confidence would
be restored and trade encouraged to no
small extent." Since the shooting of a con-
stable, belonging to the British Consulate at
Canton, while travelling on the river in a
junk, no action whatever appears to have been
taken to rid the waters around that city of
these bands of robber, and until the
highway for all classes of river boats
is made safe for navigation passengers
will always have a voyage attended
with more or less danger. In the pre-
sent case piracy scarcely seems to have
been the motive of those persons who deli-
berately fired on vessels flying the British
flag, as from what has since come to our
knowledge it is more the putting into prac-
tice of a threat made by a desperado now
awaiting extradition at Macao. It seems
that the pirate chief who was captured in
that colony not long since on representa-
tions made to the Portuguese Government
by the Viceroy of Canton, is reported to have
said in his evidence that, in their raids,
he and his party had hitherto refrained
from molesting any foreigners or foreign
property. Their operations were directed
against the Chinese officials, whose rapacity
brought misery upon the districts with which
the chief and his confederates were con-
nected. Since the Portuguese Government
had been instrumental in effecting his arrest
the captive boasted that he would use his
best endeavours through the chief of the
bands under his direction to avenge himself
for his capture, and to this end his associates
would watch for any Portuguese or foreigner
who might be found within the district
comprised in the zone operated by his fellow-
robbers. This man is considered as the
chief amongst the pirates infesting the
banks of the West River. He had his
residence in the island of Colowan, op-
posite Macao, and within the dependency
of that colony, and his arrest was effected
by the secret police at the disposal of
the Government there. The man is sup-
posed to have terrorised the districts that
were subjected to his lawless attacks, and
although the Chinese Government has
been vigilant in its watch to secure his
arrest the officers employed have never
succeeded in running him to earth.
That, as we have pointed out, was left to
the excellent secret service at Macao. We
understand that his rendition is not yet
effected, but he has appeared on his trial
and is now incarcerated in the Monte prison
at Macao. There is no doubt, that he will be
handed over to the Chinese Government, in
which event his ultimate fate is not one to
give rise to much speculation. Should it be
the punishment that is usually meted out in
China to people of his stamp it may have the
effect of acting as a warning to the members
of his band. If not, other methods must be
adopted; for, by every means in our power,
we should facilitate the safe navigation of
boats plying in the Canton Delta and on
the waters around the neighbouring capital.

LOCAL AND GENERAL.

THE *Nicht Nicht* has been transferred to the
protection of Mr. Kato, ex-Minister to London,
and will probably become an opposition paper.

WILLIAM Carier, a shoemaker, has been sen-
tenced to seven years' penal servitude for steal-
ing the Nelson relics, valued at £500, from
Greenwich Hospital. Prisoner is an old of-
fender.

CHIANG Teh-yih, the Chinese Minister in Lon-
don, has wired the Peking Government that
Liu Yuh-lin has been appointed to act as
Chinese Consul to look after the Chinese emi-
grants in the Transvaal.—*Universal Gazette*.

A TOKIO wire, of the 11th inst., says that three
thousand Russian soldiers are encamping at
Sougching and Pukching and 600 Russian
soldiers at Hunyong. Their scouting party
appeared at Hankwanling on the 9th instant
and had encounters with the Japanese and re-
treated.

THE *Novoye Vremya* publishes a statement to
the effect that the rumour that the police au-
thorities at Port Arthur are no longer carrying
on their duties is unfounded. The journal
adds that all the other pessimistic statements
concerning the position at Port Arthur are also
incorrect.

THE condition of the Japanese army is not
considered at Muklen, says a Russian wire of
9th inst., to be brilliant. The Japanese soldiers
are suffering much from the cold weather and
also from the want of shoes. There are signs
that there are many cases of typhoid fever
among the Japanese.

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending 16th October, 1904:—

	Library	Museum
Non-Chinese.....	245	103
Chinese.....	89	1,806
Total.....	334	1,909

SHANGHAI mandarins received a telegram
from Kweilin, the provincial capital of Kwangsi,
on 9th inst., stating that the city of Loehing-
hsien, which was captured by the insurgents
about the middle of last month has been re-
captured by the governmental troops, both
sides suffering considerable losses. The in-
surgents have been driven into the hill country.

A DESPATCH received from the front in official
quarters at Tokio states that Colonel Tuloch
and Lieutenant-Colonel Holden, British Mil-
itary Attachés with the Japanese Army, were
much impressed by the extreme bravery dis-
played by several Japanese non-commissioned
officers and privates. As a token of their
esteem, the British officers made the men a
present of yen 200.

TIENTSIN papers state that it has been officially
notified that Mr. Humber, lately a joint
manager of the Russo-Chinese Bank, has been
condemned to 24 years' imprisonment in con-
sequence of defalcations that had been dis-
covered, and that he had absconded, leaving
letters behind him suggesting suicide. A
description of him is published in the papers
by the German Consul at Tientsin.

PRESIDENT Roosevelt, in accepting the nomina-
tion for the Presidency, denounces the insincere-
ness of the attempt to identify tariff revision
with the solution of the problem relating to
trusts, the evils of which are only remediable
upon the rational lines taken by Congress and
the Executive during the past three years.
When Protection is modified it must be done
with the utmost care for Conservatism.

THE German steamer *Hellas*, which arrived at
Yokohama on the 4th instant from Hongkong,
had on board twelve shipwrecked Japanese
men, who were duly handed over to the water
police. The men were the crew of the *Toyoma*,
a bonito fishing schooner owned by a
merchant at Numazu. She was wrecked on the
Totori Nada and found by the *Hellas* on the
previous day at 3 o'clock in the afternoon.

A CORRESPONDENT of the *Fiji* attached to the
army investing Port Arthur states that order
has been completely restored at Dalny, the
streets of which have been named after our
most prominent soldiers of the day. As the
port is not yet opened to the general public,
there exist no Japanese merchants, except the
purveyors to the army. The Chinese, however,
are doing a prosperous business, their stores
being open until midnight. A number of
hotels have already been opened by the natives.

THE movement in favour of forming a Vol-
unteer Fleet of auxiliary cruisers seems to be
progressing rapidly, remarks the *Japan Mail*.
H. J. H. Prince Arisugawa addressed the
Nobles at their Club on the 20th ult., strongly
advocating the measure and calling upon his
hearers to lend their assistance. Prince Tokugawa
replied on behalf of the Nobles, promising
their hearty support. We learn from the
originators of the movement that it is receiving
much encouragement. Subscriptions are com-
ing in from all quarters and from all classes.

St. Petersburg gives out that at the close of
December Russia will have in the field two
armies, the first consisting of 17 corps with 4 di-
visions of cavalry; the second of five corps with
3 divisions of cavalry. A Russian corps d'armée
numbers 30,000 of all ranks on a war
footing, and the seven divisions of cavalry
represent probably as many sabres as the rifles
of a corps d'armée. On that calculation
Russia will commence next year with 300,000
men of the twelve corps and some 300,000
cavalry; or very nearly the 400,000 that Kur-
patkin declared necessary to crush the
Japanese.

THE Penang Race Meeting is fixed for January
24, 26, and 28. The stakes offered include the
Club Handicap on the first day, the value being
\$5,000. In addition to this there is one event
worth \$2,500, and three of \$1,000 each.

THE Tokyo City Electric Tramway line having
now been extended to thirty miles in length,
the company proposed to celebrate the event
ceremoniously, but it has been decided instead
to present a thousand blankets to the soldiers
at the front.

ADMIRAL Togo maintains his headquarters at
Round Island, according to last reports.
Round Island is a short distance south-east of
Port Arthur. The fleet is said to make a daily
reconnaissance of the waters approaching the
entrance to Port Arthur harbour.

THE Norwegian steamer *Rosen* (?), of 1,223
tons displacement, which arrived at Hongkong
from America on the 20th September and after
discharging a portion of her cargo left there
for Vladivostok on the 24th, is now reported
missing, says the *Kobe Herald*.

COUNT Okuma's speech at Tokio, to the effect
that Japan must be ready to spend perhaps
¥4,000,000,000 on the war has begun to be
criticized severely in America. It is not believ-
ed there that Japan can endure a very long
war. Many Japanese stocks have dropped a
full pound.

THE s.s. *Kasho-maru* arrived at Nagasaki on
the 6th inst. from Chemulpo, and reported that
the work of the raising the Russian cruiser
Varyag, which was previously erroneously
stated to have been re-floated, is progressing
satisfactorily. When the *Kasho-maru* left
Chemulpo, there was a British, French, Ameri-
can, and German warship in harbour.

THE *Rangoon Times* says:—Smoking at
municipal meetings, we are informed by an
old commissioner, is no new thing in Rangoon.
It was in vogue many years ago. As for its
being unparliamentary, Bismarck relates how
he introduced it, much to the surprise and
suppressed indignation of an old Austrian diplo-
mat. But after a few sittings they all took
kindly to the innovation, and business was
found to progress in a more kindly and sat-
isfactory way under the influence of the sooth-
ing weed. Our Municipal Commissioners have
no all night sittings, so that meals are not
required as in the House of Commons.
Chiesia's is, however, very handy to the Town
Hall for those who absolutely require light
refreshments, and perhaps it would smooth
asperities if members made it a point to par-
take of them before attending the meetings.

Two Chinese were charged before Mr. Kemp
this morning at the Magistracy with personating
the police. The men heard a gambling game
going on in a mat-shed on Des Vaux Road,
Central, and the chink of money was too much
for their morals. They rushed in declaring
they were policemen, and sent to stop the gam-
bling. On hearing this the gamblers bolted,
but in endeavouring to secure the money the
leader was delayed and captured. One man
held him while the other secured the loot,
and all might have gone well for the marauders,
but for the unwelcome entry of a Chinese dis-
trict watchman, who scared the first culprit
into bolting, while he secured the man with
the money, and raised an alarm for the capture
of the second, who was promptly arrested by
another district watchman. Three months'
hard labour, and three hours' stocks. Inspector
of Detectives Watt was in charge of the case.

ZONE TIME FOR HONGKONG.

The following correspondence has been
forwarded to us by the Secretary of the Hong-
kong General Chamber of Commerce:—

Colonial Secretary's Office,
Hongkong, 29th June, 1904.

Sir,—I am directed to forward for the in-
formation of your committee a memorandum
by Mr. Tyler, the coast inspector of the Im-
perial Maritime Customs, on the desirability of
adopting zone time in this Colony.

I also transmit a copy of a report by the
Harbour Master on the subject and to state that
the Officer Administering the Government
would be glad to be informed of the views of
your committee in this matter.—I have, &c.

A. M. THOMSON, Colonial Secretary,
The Secretary, Chamber of Commerce.

MEMORANDUM ON THE DESIRABILITY OF
HONGKONG ADOPTING ZONE TIME.

Quietly and without any public notification a
standard time has been adopted in the Eastern
part of China, and is now in use from New-
chwang and Swatow, up the Yangtze as far as
Hankow, and at Wei-hai-wei and Tsingtau.

In addition zone time is in use in Japan and
in the Philippine Islands.

A great and important progressive movement
has thus been inaugurated in the Far East.

Introduced now, when railway development
in China is in its infancy, none of the usual
inconveniences connected with the initiation of
its introduction are felt.

Put off until different railway systems were
running, with traffic tables adjusted to local
time, the difficulties in the way of obtaining
the necessary co-operation for its introduction
would be immense.

Now in the future expansion of this system
a check exists. Zone time is in use as far
south as Swatow. But at Canton and the
West River ports it has not yet been introduced
owing to the interdependence of these places
with Hongkong—it is seen that considerable
inconvenience would occur were an attempt
made to establish a standard time in this part
of China except it was done in co-operation
with Hongkong and Macao.

Until these ports agree to the adoption of
zone time an obstacle exists in the way of the
further expansion of the system in China.

This check has more than a local effect. For
until the Western limit, on the coast, of the
8-hour zone is decided on (and it is possible
that Hoihow and Pakhoi, though strictly out-
side the zone, may for practical purposes be
included) it is inadvisable to take any steps
towards establishing a boundary north and
south between the 8 and 7 hour Zone.

W. FERD TYLER, Coast Inspector,
Canton, 22nd June, 1904.

(Harbour Master's Minute.)

So far as Hongkong is concerned such a
change would, so far as I can see, be of no
advantage. We should, I take it, benefit Can-
ton if she is dependent upon us for making a
change due to her railway expansion; it seems
to me purely a matter for China. In our own
consideration we are essentially a shipping
port and zone time is not popular with nav-
igators. On the whole I should say that the
change should not be contemplated without
more reason than is at present apparent. It
might be made the subject of an interchange
of opinion with Macao and also our Cham-
ber of Commerce. My own view is that there
would seem to be no necessity for the change.
L. B. L.,
Harbour Master.

27th June, 1904.

Hongkong General Chamber of Commerce,
11th August, 1904.

Sir,—I have the honour to acknowledge the
receipt of your confidential communication
dated 29th June last (No. 5015/04/C. S. O.)
relative to the question of instituting zone time
in this Colony.

The committee have given this matter
serious attention and they are unable to see
any reasonable grounds for disputing the pro-
position as put forward by Mr. W. Ferd. Tyler,
Coast Inspector, of the Imperial Maritime
Customs, in his memorandum on the subject
which forms the enclosure to your letter. From
the minute of the Honourable the Harbour
Master it would appear that no advantage to
Hongkong would be gained by the change at
present, and, at first sight, the committee were
rather inclined to hold similar views, but fur-
ther consideration convinced them that the
inauguration here of 8-hour zone time would
not only cause no inconvenience but would
prove rather an advantage than otherwise. On
the other hand, great inconvenience will result,
not only to China but to the Colony if the
change is not made before Hongkong is linked
with the various railway systems now extend-
ing over China.

Local time being in force here, the only
change necessary would be to put clocks
on 23 minutes, or thereabouts, on the
appointed day. A slight advantage would
be gained by the business community through
the fact of the working day starting earlier and
closing correspondingly sooner than now,
thereby giving 23 minutes more daylight after
the usual closing hour of 5 o'clock as at present.
The committee are unable to find any likeli-
hood of complaint from the navigators using
the port and indeed they are of opinion that
they would welcome the change for the reason
that it would simplify their calculations. It is
plainly much easier for them to deduct 8 hours
from the observed time of the falling ball of the
local Observatory than, as at present, the
regulation figures representing hours, minutes,
seconds and decimals of seconds in order to
ascertain the errors of their chronometers.
This may not appear to be a great advantage,
but it is the sum total of such small matters
which secure the safety of navigation, and the
elimination of a possible source of error should
not be passed over lightly.

That zone time has been successfully in-
troduced by the Imperial Maritime Customs in
the ports of China north of Hongkong, and
even up the Yangtze as far as Hankow, with-
out exciting adverse criticism and practically
without reference in the local papers is a great
achievement and augurs well for its easy adop-
tion in Hongkong. It does not therefore seem
desirable that this British Colony should with-
hold its support to a scheme which practically
sets in motion Greenwich time throughout the
Chinese Empire.

As His Excellency is aware, zone time is not
a new idea. It has been found necessary to
adopt it in countries such as Canada, Australia
and United States of America which have great
trans-continental lines of railway, as it was
found impossible to properly regulate the
branch line connections unless some easily
calculated system of hour or 1-hourly zones
divided these countries. The Philippine
Islands have also adopted 8-hour zone time as
proposed for Hongkong.

In view of the great extension of railways in
the Empire of China which will undoubtedly
take place in the near future it is obvious that
some such system as zone time will presently
become imperative. My committee, therefore,
endorse the view expressed by the Chinese
Imperial Maritime Customs officials that this
change should be made now rather than at a
later date when the various railways are com-
pleted.

The fact that these systems are being de-
veloped by so many different national interests
bracing so many different national interests
adds weight to the request that the change in
official time should be made before, rather than
after, the railways are completed.

From its geographical position China lends
itself very readily to a zone system of 7 hours
in the western position and 8 hours in the
eastern.

The 8 hours zone east of Greenwich would
be between 112°40' to 127°40' therefore the eight-
hour zone could well be made to embrace the
whole of China eastward of, say, Hankow on
the Yangtze, and Canton on the Chukiang.
Thus not only would the main railway systems
in China be worked on the official time of 8
hours east of Greenwich; but also all the treaty
ports at which the main coasting and river
trade is conducted, as well as those ports at
which ocean-going vessels call.

The nature of the Yangtze and West River
is such that steamers proceeding up river be-
yond Hankow and Canton respectively have to
be especially constructed for the purpose and

therefore will not have to run from the eastern
into the western zone time.

The question as to the time to be adopted at
the two western treaty ports, viz., Pakhoi and
Liohow, is a matter of comparatively small im-
portance to the trade of this Colony, and might
well be left to the decision of the Imperial
Maritime Customs.

The committee of this Chamber are unable to
endorse the statement made that zone time is
unpopular with navigators; so far as their in-
formation goes this is certainly not the case—
rather the reverse as it involves no alteration of
time between ports.

It might be of interest were I to add that the
Foreign Telegraph Companies have already
adopted a universal official time in their stations
in China and Hongkong.

The Harbour Master suggests that the Macao
Government should be consulted and doubtless
they would like to be. My committee have
little hesitation in thinking that they will readily
see advantage in agreeing to the change, more
particularly as the owners of the projected
Macao-Canton railway will be anxious to take
advantage of any scheme which will tend to
render easy the connection of their railway
with the trunk lines running into Canton.

In conclusion, I am to point out that as the
only argument to be brought against the
scheme is that it is a change from the
existing order of things and as the advan-
tages in favour of its adoption by
Hongkong are very real, the Committee trust
His Excellency the Governor will readily give
his consent to the proposed change of time
being officially adopted in the Colony.—I have,
&c.

A. R. LOWE, Secretary.

Honourable F. H. May, C.M.G., Colonial Secre-
tary.

Colonial Secretary's Office,
Hongkong, 24th August, 1904.

Sir,—I am directed to thank you for your
full and interesting letter of the 11th instant,
on the subject of zone time and to inform you
that His Excellency the Governor, who is in
favour of adopting zone time for Hongkong,
has addressed to the Governor of Macao and the
Secretary of State on the subject.—I have &c.,
F. H. MAY, Colonial Secretary.

The Secretary, Chamber of Commerce.

Colonial Secretary's Office,

Hongkong, 24th September, 1904.

Sir,—With reference to my letter of the 24th
August I am directed to inform you that the
Secretary of State for the Colonies has ap-
proved of the adoption of the time of 120° east
longitude for Hongkong and that the Governor
of Macao has stated that the adoption of the
same time for that colony would not be
inconvenient.

I am now to inquire whether the com-
mittee of the Chamber of Commerce have any
suggestion to make as to the date upon which
the time of Hongkong should be advanced by
the 23 minutes and 18 seconds necessary to
effect the change.—I have, &c.

F. H. MAY, Colonial Secretary.

The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce,

Hongkong, 11th October, 1904.

Sir,—I am directed to acknowledge the
receipt of your letter of 27th ultimo (No. 7748/
40/C.O.D.) notifying this Chamber that the
proposal to adopt zone time has been approved
of by the Secretary

TELEGRAMS.

(Reuters.)

Kuropatkin's Disaster.

LONDON, 16th October.
French correspondents in St. Petersburg report General Kuropatkin's defeat a veritable disaster.

It is reported from several quarters, that General Kuropatkin's advance was due to the desperate need of a victory, in order to stem the tide of popular discontent, and the reluctance of the peasantry to go to the front.

Marshal Oyama estimates the Russian losses at 30,000. The Russians are retiring everywhere, crushingly defeated.

LATER.

The Recent Fighting.

The awful carnage in the recent fighting has produced the deepest impression in Tokio; where no elation is shown. Diplomats there are asking whether the opportunity for peaceful representations has not arrived.

Reuter's correspondent at Mukden wired on the 16th instant that there was a lull yesterday, but the battle was resumed to-day ten miles to the south-west of Mukden. It is now certain that General Kuropatkin will be able to extricate his army although he has lost 30,000 men.

In an interview just before the battle General Kuropatkin highly extolled the bravery of the Japanese, and how faithfully they observed the rules of war. In this respect it was the most pleasant war in which he had been engaged.

A telegram from Mukden says that the 7th and 16th Army Corps bore the brunt of the fighting on the 14th instant. They repulsed six attacks and thrice silenced the Japanese artillery before retreating across the Shako. The Russians are still fighting doggedly; but every despatch shows more clearly the decisiveness of the last victory of the Japanese, who not only defeated the Russians, but are pursuing them in every direction.

The French Silk Trade.

The French silk trade is protesting to the Government against a proposed import duty of nine francs on Asiatic silk fabrics from the 1st January, 1905.

The Russian Baltic Fleet.

Twenty-eight Russian warships have passed Bornholm en route to the Far East.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A QUERY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I read an advertisement in last night's *Telegraph* under the signature of the Colonial Secretary, stating that on an after the 30th inst. the time of 120° East Longitude will be adopted in Hongkong. The effect of this will be that local time will be advanced by 23' 18". The immediate purpose of the change is not explained to the general public, as like most official announcements the notification in question cannot be found fault with on the ground of propriety. Whatever determined the change, it is a pertinent question to inquire if neighbouring ports, like Canton and Macao, will likewise put the hand of the city time-piece 23' 18" in advance of the present time to correspond with the Hongkong time. In view of the derangement in the time-tables of the many river steamboat companies trading between Canton, Macao and Hongkong, it will be desirable to ascertain what is the intention of the respective companies in regard to their hours of departure from those ports. There are a good many visitors to Canton and nearly as large a number to Macao every Saturday in the week. The hours of departure from those ports are fixed according to schedule which, if adhered to by Hongkong time as on and after the 30th October, will mean earlier departures from those ports. Inconvenience will, of necessity, arise unless some announcement be made by the steamship companies concerned, and to this end I beg to draw the attention of the directorates of the different companies through the medium of your widely read and esteemed journal.—Yours, etc.,

INQUIRER

Hongkong, 18th October, 1904.
[Our correspondent is referred to the interesting correspondence, on the subject of the adoption of zone time in this Colony, printed elsewhere in this issue. It will be seen that the Macao Government has signified its intention to follow suit. As for Canton there is no doubt the change will be adopted in that city too.—ED., H.K.T.]

NEXT YEAR'S PLAGUE.

At the fortnightly meeting of the Sanitary Board this afternoon, a minute by the M. O. H. suggesting that the general cleansing operations be started in November, was laid on the table.

Mr. A. Rumjahn minuted:—Adopt the same procedure as last year, with the flushing of traps and sewers in addition.

Mr. H. E. Pollock endorsed the above, requesting that due notice be given to owners as last year.

Mr. Lau Chi Pak agreed with Mr. Pollock as did also Mr. Fung Wa Chün.

Hon. Dr. Atkinson minuted that the general cleansing should be undertaken by the people themselves on the same lines as last year. The experience of last year shows that the Chinese are beginning to understand the value of this annual cleansing and their co-operation is necessary. As the experience of plague increases he was of opinion that the general cleansing of Chinese tenements is a matter of the utmost importance, and a most important measure to be adopted in combating the disease.

THE WAR.

THE ARREST OF THE "SISHAN."

The following particulars of the arrest of this steamer are printed in the *Kobe Chronicle*:—
A Newchwang telegram to the *Asahi* reports that a foreign steamer which arrived at Newchwang from Hongkong on the 8th inst., when about to leave suddenly for Cheloo, was stopped by the harbour authorities, who suspected that the destination of the vessel was not Cheloo. Upon examination it was found the steamer carried a cargo of provisions, and it was believed that these were intended for Port Arthur.

The Tokyo authorities are in receipt of news that the British steamer *Sishan*, which arrived at Newchwang on the 2nd inst., attempted to leave without discharging any cargo. As a result of an inspection ample reason was found to justify the arrest of the steamer, which was taken in charge by a Japanese war-ship on the 7th instant.

Both telegrams refer to the same vessel, but there is a discrepancy in the date of arrival at Newchwang. The official news seems to be correct. The *Sishan* is owned by Mr. Spitzel, who is, we believe, an American citizen resident in Hongkong, and was recently purchased by that gentleman from Messrs. Bradley & Co. Mr. Spitzel was charged some years ago with running the blockade during the trouble with Aguinaldo in the Philippines, and a vessel belonging to him laden with arms and ammunition was seized by the American authorities.

A telegram in the *Mainichi*, dated Inkaio October 6th, says:—

The British steamer *Siberian* which arrived here to-day from Hongkong, was about to leave for Cheloo, when she was stopped by the authorities. She has on board 60,000 pounds of tinned beef, about the same quantity of ham and flour, a number of oxen, and five hundred head of sheep. The crew state that the owner of the goods is an American who was accused of smuggling goods to the Philippines at the time of the American-Spanish War.

The steamer has been sent to Japan. The British flag has been lowered and the Japanese flag hoisted on the vessel.

THE FIRST MAN INTO LIAOYANG.

The *Asahi* observes that the name of Corporal Shintaro Fukui, of the Twentieth Infantry Regiment (Fukuchiyama), should long be remembered in the history of the Liaoyang engagement. He was the foremost man to enter the South Gate of Liaoyang during the fighting there, and in recognition of his bravery he was afterwards awarded a certificate to the above effect by the Commander of another infantry company, all his own officers having been either killed or wounded. The gallant corporal is a native of Kameoka, Tamba province, and first entered the Fukuchiyama barracks in 1899. In a letter recently addressed to one of his friends, the corporal mentions, among other things, that the severity of the Liaoyang engagement was shown by the fact that all the officers of his company were killed during the fighting, the company being now in charge of a non-commissioned officer. He adds that he himself fortunately escaped scathless.

THE AMERICAN LADY NURSES.

Captain Barker, the United States Quartermaster at Nagasaki, has forwarded to the *Nagasaki Press* the following extract from a letter received by him from Dr. Anita Newcomb McGee, Supervisor of Nurses of the Japanese Red Cross Society, in which she makes reference to the courtesy with which the American lady nurses have been treated by the Japanese authorities throughout the whole period they have been in Japan:—

"Baron Ozawa, Vice-President of the Red Cross (and many other things) is coming to conduct us personally to the boat, and if this is to be like our other journeys, I shall be treated more like a Princess than like any ordinary mortal. I have just been informed that the Minister of War is going to send a personal representative here to bid me farewell, etc., but I do not suppose he is likely to go all the way to Nagasaki. How rare these wonderful Japanese are so extraordinarily kind, I am beyond being surprised at anything."

THE TRANSPORT SERVICE.

A Tokyo dispatch states that 43 steamers will be released from the Government service by the end of the present month. This number includes 19 Nippon Yusen Kaisha boats, eight of the Osaka Shosen Kaisha, and 16 belonging to other companies. Among those already announced are the O.S.K. steamers *Maiko*, *Fujikawa*, and *Kiyogawa* the N.Y.K. steamers *Kanagawa*, *Yawata*, *Tenshin*, and *Kogoshima*.

SHIPPING ITEMS.

The following items are taken from recent issues of the *Nagasaki Press*:—

The British steamer *Hackney*, which arrived at Nagasaki on July 4th from Cardiff with a full cargo of coal, is reported to have been sold to Mr. Hiroki, of Osaka, for Yen 190,000. She is of 4,089 gross and 2,666 reg. tons.

The charter of the British steamer *Estria* to the Nippon Yusen Kaisha having terminated, the company has now hired the Norwegian steamer *Fiume* to take her place.

The Norwegian steamer *Hugin* has now been chartered to Messrs. Kikuya and Company of Nagasaki, at the rate of Yen 350 per day.

Messrs. Samuel and Company have chartered the British steamer *Dalsheng*, and the German steamers *Lydia*, *Holsten*, and *Elise*.

The British steamers *Kongkong* and *Osampo* and the Norwegian steamer *Mitra* have been sold to Messrs. Otsubo of Osaka and Yasaki of Otaru, for Yen 93,000, Yen 85,000, and Yen 127,000.

THE CRIMINAL SESSIONS.

The Criminal Sessions opened this morning at 10 a.m. The Chief Justice, (Sir H. S. Berkeley) presided, and sitting with him on the Bench were three distinguished Frenchmen who had come at their own request to study the thoroughness with which English legal business has from time immemorial been conducted. They were Admiral Bayle of the *Montcalm*, Flag Lieutenant They, and M. Gaston Liebert, the French Consul-General. They happened to arrive at an inauspicious moment, as the programme was of a distinctly sordid character.

A SERIOUS CHARGE.

An Indian police constable was indicted for the commission of an abominable crime. He pleaded not guilty.

Messrs. L. L. Murphy, F. F. Bovel, H. Hodges, C. Glover, W. Goodfellow, J. Blake and H. T. Richardson were sworn Jurors.

The Attorney General, Hon. E. H. Sharp, K.C., instructed by Messrs. Denny and Bowley, Crown Solicitors, prosecuted.

The jury found the prisoner guilty, and he was sentenced to two years' imprisonment with hard labour.

THE QUARRY BAY MANSLAUGHTER CASE.

Thomas Hynes, the young Australian recently employed as an overlooker at Messrs. Butterfield and Swire's new works at Quarry Bay, was charged with the manslaughter of a Chinese coolie on the 20th ultimo.

Mr. H. G. Calthrop, (who was admitted to practice at the Hongkong Bar, this morning), prosecuted on behalf of the Attorney General, and Mr. H. E. Pollock, K.C., defended, by instruction of His Lordship.

The jury empanelled was as follows:—Messrs. R. T. D. Sayle, O. H. S. Bevan, W. M. Anderson, H. T. Richardson, H. Skott, J. J. Andrew, and J. A. Stopani.

After the opening statement for the Crown, in which Mr. Calthrop said he did not believe there was any intention to kill,

Dr. Hunter was called and spoke to making a post mortem examination of the body of the deceased coolie. Death was due to rupture of the spleen. The deceased was in a fair state of health generally. To cause a rupture of the spleen, the blow administered would not necessarily leave a bruise. Assuming that the prisoner had struck the deceased in the manner alleged, it was improbable that the blow was a violent one, and entailed no muscular exertion.

Cross-examined: He weighed the spleen of the deceased and found that it weighed over nine ounces, whilst in the case of a normal spleen, five or six ounces was the average weight. A bruise showed more after death, than in the living. He examined the body of the deceased but found no bruise at all. The spleen was situated above the twelfth, and below the ninth, tenth and eleventh ribs, in a normal state of the body.

By the Jury:—The mere fact of a man suffering from a ruptured spleen, being conveyed in a ricksha to Hospital, would certainly aggravate the circumstances, and probably tend to hasten death. The jolting of the ricksha would not cause rupture of the spleen.

His Lordship:—If the spleen is ruptured, can a man be cured?

Witness:—In some cases.

His Lordship:—What caused this rupture?

Witness:—It is suggested that it was a blow. I do not know.

His Lordship:—Was it the jolting of the ricksha?

Witness:—No.

Mr. T. Grimshaw, an assistant in the Engineers' Department at Quarry Bay, gave evidence, and spoke to the occurrence on the day in question, full particulars of which have been published in our Police Court columns.

After the adjournment for the luncheon interval, a coolie working at Quarry Bay was put on the stand, following a coolie who had given evidence before the recess. They spoke to seeing the prisoner strike the deceased.

In cross-examination the second witness, a Hakka, said all the coolies on the job were Hakkas. He could not reconcile his present evidence to that which he gave before the Magistrate.

A third coolie boy was called and said that the accused said to the deceased as the latter was crouching down "Faiti" and punched him in the stomach.

Prior to the postponement of the hearing until to-morrow.

Mr. Pollock gave a brief outline of his defence, and addressed the jury in able terms. He submitted that the evidence of the Chinese who had been called was altogether unsatisfactory and was not in accord with what was given before the Magistrate. The fact was, that the accused, whose duty it was to see that the coolies did their work, found the deceased idling with his hands on the shoulders of another coolie. He urged him to do his work and poked him, but did not strike him. The act was merely designed as an incentive for the deceased to do his work. The story of the second blow was invented, and the Chinese witnesses had not scrupled to come into Court, and give false evidence, with the idea of convicting a foreigner. It was a fabrication, and the evidence of the prosecution could not be accepted so far as the Chinese went. He would call witnesses as to character to-morrow.

His Lordship, in allowing the jury to separate, strongly urged them not to discuss the important subject before them.

The Court re-assembled at 10.30 to-morrow morning. The unfortunate accused was removed in custody.

The deepest sounding ever made by any vessel was by the United States steamship *Nero*, while on the Honolulu-Manila cable survey, with apparatus borrowed from the *Albatross*. When near Guam, the *Nero* got 5269 fathoms, or 31,614 feet, only 66 feet less than 31,680. If Mount Everest, the highest mountain on earth, were set down in this hole, it would leave above its summit a depth of 2612 feet, or nearly half a mile of water.

BRITISH VESSELS FIRED ON IN THE WEST RIVER.

BULLETS FLY FREELY.

It is some considerable time since the community of Hongkong has been startled by such strange tales of the actions of pirates near the shores of this Colony, as the reports of the instigators of steamers arriving in port, from the West River, have to relate of their experiences during their voyage to Hongkong last night. Three steamers arrived during the night from that direction, the *Hoi Ho*, the *Pak Kong*, and the *Tak Ling*, and with the exception of the latter, have remarkable experiences to report. As regards the first, the *Hoi Ho*, Captain J. S. Lewington, when seen to-day by a representative of this journal, stated that, at about 9.45 last night, just before reaching Ka Far Lau village, near Wang Moon, while he was sitting in the saloon with some passenger friends, they were suddenly startled by the crack of a rifle. They jumped up and were about to run on deck, when a bullet was heard to fly past the saloon door, with that peculiar ping that denotes its passage, and they withdrew into the saloon again. Other shots were heard, but it was not thought that the vessel was struck, until investigations made this morning showed that a rifle bullet had penetrated the wooden bulkhead of the 'tween-decks, wherein at the time, some two hundred and eighty Chinese passengers were travelling. This bullet penetrated the bulkhead at an angle of about 45 degrees, on the port side amidships, and it is probably owing to this fact that no casualty occurred, as the course of the missile was stopped by one of the iron bars, inside, against which it struck, flattening itself out and falling to the deck, whence, as the quartermaster stated, one of the passengers picked it up, and carried it away. Possibly, more than one fatality would have occurred, owing to the crowded state of this part of the vessel, had it not been for the fortunate position of the solid iron bar. When the Captain went on deck, followed by the passengers, nothing could be seen, though it was a bright moonlight night, and it was surmised that the shots came either from the shore, or from the "snake-boats" which, from their narrowness and shallow draught, are able to lie close in by the banks, under the shelter of the overhanging undergrowth, which is abundant in this locality. The passage here is through a narrow channel with banks some eight to ten feet high on either side, and these are protected by solid walls, behind which it is easy for hordes of attackers to find shelter. But of any sign of human life ashore or afloat there was none, and nothing further was heard, nor any more shots fired, as the *Hoi Ho* proceeded on her way, though the pilot and deck hands were naturally alarmed at the occurrence and sought shelter on the starboard side of the vessel. The *Hoi Ho* returns through the same locality to-night on her regular run, and is preparing with extra supplies of rifle and ammunition to meet any trouble that may confront her. The *Hoi Ho* eventually arrived safely in Hongkong about 2 a.m. and took up her usual berth.

The *s.s. Tak Hing*, which passed the scene of the strange occurrence at about 11.20 p.m., or about two hours after the *Hoi Ho* heard some shots, but believed they were not aimed at her intentionally, but were possibly aimed at some of the launches plying thereabouts, as it is well-known that they are frequently fired upon, though not when under the British flag; but where the district is so infested with pirates it is impossible to arrive at a distinct understanding of their actions, Wang Moon being known to be a very hotbed and den of pirates.

The third of the vessels to run the gauntlet was the *Pak Kong*, Captain A. N. Patrick, which navigated the channel at about 12.10 a.m. to-day, and in this case the captain had a very narrow escape from one of the pirates' bullets. Suddenly, as he was looking out, the stillness of the night was alarmingly broken by a rifle-shot from the direction of the bank on the port side amidships, and a bullet rushed into the wooden bulkhead of the pantry, which is on the saloon deck, about a foot from the deck, and very close to the captain who was keeping a look-out near by. The bullet penetrated the bulkhead, scraped along the door at right angles, finally burying itself in the inner bulkhead of the latter locker, but fortunately striking no one in its passage, as the pantry happened to be empty at the time, the steward having just left it. There were other marks on the sides and on the stanchions of bullets, but no other damage was done, though it is believed that some thirty or forty bullets passed over the steamer, during her passage down channel.

Much distress is expressed among the mariners navigating these waters at the utter absence of all proper patrol in this dangerous district. While it is true that there is a Chinese guard boat at the upper end of the Southern channel, and one at Wang Moon, they are only sailing boats, and are, for the most part, conspicuous by their absence. Representations have been made by consuls to the Chinese Government, but the only result so far, as far as can be learnt, is that a new Chinese guard boat is to be placed on duty, but only for the purpose of patrolling in the interests of the Customs. The police arrangements are very lax, so much so, indeed, that it is common knowledge that faction fights continually take place in this pirate-infested district. In view of this and of the general immunity of vessels operating under the British flag, from molestation by the pirates in these districts the theory is put forward in other quarters that it is possible—may be even probable—that the bullets which have struck and rained over the above vessels, may be some of those fired in the attacks of the opposition gangs ashore, and were in no way intended as an attack on the vessels. However that may be, it is interesting to remember that threats have been made by pirate chieftains that they will attack all and sundry, and no longer direct their operations only to opposing gangs and petty land-owners of their own nationality. It is not so long ago that one of the most prominent pirate chiefs had his gang distanced, and he himself fled to Colowan near Macao, when his extradition was requested by the Chinese Government, who thereupon made every effort to bring about the man's rendition. It is said that in his evidence at the Macao Court he stated that in the past he had not in any way interfered with peaceful foreign traders, nor attacked their vessels, but in future he would make no distinctions, and all alike should be his prey. It is, therefore, possible that this strange occurrence of last night may be some proof of the assertion, and an intentional and deliberate attack on practically defenceless merchant vessels trading under a foreign flag. Be that as it may, the incident tends to display in all its bareness the danger that menaces steamers navigating these waters and calls for strong representations to the Chinese Government, which must, once for all, be made clearly to understand that they will not be allowed to fire on the British flag with impunity.

THE LILLIPUTIANS AT THE CITY HALL.

"THE BELLE OF NEW YORK."

In the tragedy of Cato, Addison gives us to understand that "Tis not in mortals to command success," but Pollard's Lilliputians, without the aid of the gallant Scipionius, belie the statement. Wherever they go, popularity and success are writ large upon their banner, watchwords, dearly and honourably earned. It would be idle for us to descant upon the early history of this now remarkably clever theatrical organisation. Old hands in the East have long been used to the "Pollard Kids" and have always hailed their re-appearance with delight and acclamation. It is now nearly two years since they were last in our midst, on the eve of their first visit to the States, a journey so artistically and peculiarly successful, that a return visit is on the tapis. It was not unnatural, therefore, that the City Hall should have been last night taxed to its utmost capacity to give them a hearty British welcome.

The Company opened in the somewhat staid, but nevertheless perennial, comic operatic effusion "The Belle of New York," and the music of Kerker rescued the initial effort of the crowd, though Hongkongites might thirst and parch for novelty. The libretto counts for nothing in its original state, but now re-Americanised is simply beyond description, and the local allusions, especially in so far as Macao is concerned, were as apt as they were ill-considered.

That, however, has nothing to do with the *raison d'être*. The performance was as fresh and frolicsome as ever. Many changes were noticeable in the cast as compared with the roster of two years ago. Youth has superseded; several old-time favourites, and although in some cases, at a disadvantage, still the Company can now fairly advertise its members as "Lilliputian." Miss Daphne Pollard is still the bright particular star of the Company, and in her unrivalled impersonation of *Cora Angelique*, the Queen of Comic Opera, displayed in an unusual degree the beautiful self-confidence of an intelligent child. As a vocalist or dancer, she is unique in her daintiness, and in the cold sheer plane of hard-shelled acting, she can give points to the majority of her seniors in the same line of business. Amongst the introductions, Hongkong theatre-goers cannot but pause in the presence of Miss Olive Moore, who in the delightfully ingenious rôle of "Fifi," the neglected *belle Parisienne*, is a decided acquisition to the Pollards. That such is the case was amply proved last night, for immediately she fell into the graces of the audience. Pretty, and adorably costumed, she might have stepped from the face of a Dresden China vase. She was presented with a handsome bouquet after her first song, and on every occasion was vociferously, and sometimes cruelly, encored. "Oh, Teach me how to Love you," and "La Belle Parisienne" lack no lustre under her delicate treatment, and evoked the same hearty cheers which have always been associated with the "Belle." Miss Leah Leichter is another merry wight, new to Hongkong, at any rate so far as the front row goes. In the somewhat difficult character of *Kissie FitzGarter*, she acquitted herself right royally, and danced with a grace and agility rarely seen in these cold times. Miss Eva Moore made a graceful and piquant Hallelujah Lass; Her voice is good, but by no means strong, while her enunciation was at times slightly imperfect. Of the "old men," Jack Pollard heads the list, and as a juvenile *Bombastes Furioso* takes a lot of beating. Some of his quips have the value of distinct merit, whilst there could be no question as to his extraordinary assurance. Willie Thomas, in the part of the "Polite Lunatic," was scarcely seen at his best, and in any case, it is a thankless character, even for a matured comedian. Teddie MacNamara and tiny Myrtle Pollard were distinctly all there, and as coster representatives might have been taken direct from the Old Kent Road. There is probably no child on the English stage, capable of exemplifying the poetry of motion in such a high degree as this capivating youngster—little Merle Pollard. Miss Dotie Brown was good as "Harry Bronson," and proved a diverting foil to "Fifi" on many occasions. Fred Pollard sang a three-cornered patriotic song, with flag accompaniment, which calls for no comment. The Brothers Heintz, as the Portuguese noblemen, and various other little good-fellows appeared, and in their little way made up a programme of music and fun, which in the circumstances we regard as unique. The Company have arrived in full bloom, and give Hongkong the benefit of the first glimpse of what is, and must be, a most expensive wardrobe. The girls' dresses are especially fine, whilst the stage management and general arrangements, were carried out in a manner which can only be construed into the throwing of another bouquet at Pollard as a champion entertainer.

The "Belle of New York" will be repeated this evening, giving place to-morrow night to "The Geisha" which holds the boards again on Thursday, whilst on Friday and Saturday evenings, "A Gaiety Girl" will be staged.

COMMERCIAL.

FREIGHT.

Scarcity of freighters is still keeping up the rates to the advantage of shipowners, and the nine settlements effected during the week again show the profitable rates derived by available vessels on the trade. Coal business has been restricted to one vessel from Moji to this at \$2.15 per ton. While from Hongkong to Kobe a steamer of the Indo-China S. N. Co. of 1,410 tons was booked at 28 cents per picul. The same company has obtained the improved rate of 60 cents per picul for a vessel of 1,170 tons loading 1 Port Formosa to Yinkoo. One settlement each has been reported Saigon rice loading to the following places:—
Hongkong, at 23 cents per picul.
1 Port Java, at 50 cents per picul.
1 Port Philippine, at 35 cents per picul.
On monthly terms there are three settlements on record, and they are as follows:—
A German str., 1,714 tons, 4 months at \$3,500 per month.
A German str., 872 tons, 6 months at \$6,700 per month.
A Norwegian str., 629 tons, 6 months at \$4,500 per month.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE OF H.E. SIR MATTHEW NATHAN, K.C.M.G.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT (TUESDAY), October 18th, "THE BELLE OF NEW YORK."

TO-MORROW (WEDNESDAY), and THURSDAY, October 19th and 20th, "THE GEISHA."

FRIDAY, October 21st, and SATURDAY, October 22nd, GRAND VARIETAL NIGHT, "A GAIETY GIRL."

SATURDAY AFTERNOON, October 22nd, at 3.30 P.M., GRAND MATINEE, "A GAIETY GIRL."

Late Train and Ferry Launch will leave quarter of an hour after each performance.

Plans Now Open at the ROBINSON PIANO COMPANY.

Hongkong, 18th October, 1904. [1140]

VICTORIA CHAPTER, No. 525, E.C.

A REGULAR CONVOCATION of VICTORIA CHAPTER will be held at the FREEMASONS' HALL, TO-MORROW, the 19th instant, at 8.30 for 9 P.M. precisely. Visiting Companions are cordially invited to attend. Hongkong, 18th October, 1904. [1141]

NOTICE.

THE BUSINESS formerly carried on in Hongkong by PAUL LEMAIRE under the Styl, or Firm name of P. LEMAIRE & Co. was on the 31st day of October, 1903, purchased by me together with the right to the use of the Firm name of P. LEMAIRE & Co. All Claims against the late Firm of P. LEMAIRE & Co. must be sent in to PAUL BARRILLON, the Attorney of the said PAUL LEMAIRE.

(Sd.) E. A. MEURER,

Trading as P. LEMAIRE & Co.

Dated the 17th day of October, 1904. [1142]

CHRISTMAS GREETINGS IN ADVANCE.

AN EARLY OPPORTUNITY TO THOSE WISHING TO SEND GREETINGS TO THEIR RELATIVES AND FRIENDS AT HOME.

I HAVE just opened a parcel of RAPHAEL TUCK & SONS' XMAS and NEW YEAR CARDS, of various pretty designs and descriptions, specially selected to suit the taste of Young and Old.

Moderate Prices and as usual 10% Discount for Cash.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,

No. 5, D'Alton Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 18th October, 1904. [1143]

Intimation.



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	21st October.
GLASGOW and LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW and LIVERPOOL	"YANGTSE"	29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	11th November.

S.S. "AGAMEMNON" left Singapore at daylight on the 16th inst., and is expected here at daylight on the 21st.

HOMEWARDS

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"KANSU"†	27th October.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"††	27th "
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* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th October, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	AMOY and MANILA	THURSDAY, 20th Oct., at Noon.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 29th Oct., at 4 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NUMANTIA"	4,370	Brehmer	October 27th, 1904.
"ARABIA"	4,483	Bahle	November 19th, "
"ARAGONIA"	5,108	Schmidt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance* wharf at Macao.

FARE:

1st Class Single Ticket	\$2.00, with Cabin \$3.00
" Return "	\$3.00, " \$5.00
Tiffin and Dinner may be had on Board	at \$1 each meal.

YUK ON & Co., Ld.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class.....	\$3.00 for Single Journey.
2nd ".....	1.50 " "
Meals.....	1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. Co., Ld.,

No. 216, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 14th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309...J. P. MARTIN.

"KWONG TUNG".....1,338...H. W. WATKIN.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days about 2 P.M. and on Sundays at 7.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer will shortly be lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 6th October, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched at above on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 17th October, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"CLAVERBURN,"

Captain Parker, will be despatched for the above Port, on or about SATURDAY, the 22nd October.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 15th October, 1904.

DAMPFSCHIFFS RHEDEREI "UNION"

ACTIEN GESELLSCHAFT,

HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the above Port on or about SATURDAY, the 5th November.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 14th October, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"ST. HUGO".....18th November.

For Freight and further information, apply to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 11th October, 1904.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for UTAHIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

H. E. Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the 22nd October, at Noon, with Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Briarcliffe*, 6,225 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo by France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Hongkong by the R.M.S. *Mongolia*, due in London on the 4th December, 1904.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
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Lyra.....4,417 G. V. Williams Oct. 29

Hyades.....3,753 Geo. Wright "

Phaetons.....3,753 F. G. Purinton "

Tremont.....9,606 T. W. Garlick "

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamout* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 14th October, 1904.

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a

FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904.

S. W. & Co.,

SANDAL

CAPSULES

Efficient because absolutely pure. Full directions. All Chemists.

Insist on SANDAL

CAPSULES

Insist on SANDAL

CAPSULES

Consignees.

BOSTON TOW-BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, SEATTLE, VICTORIA,
YOKOHAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 16th October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 15th October, 1904.

FROM HAMBURG, BREMEN,
ROTTERDAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Madsen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

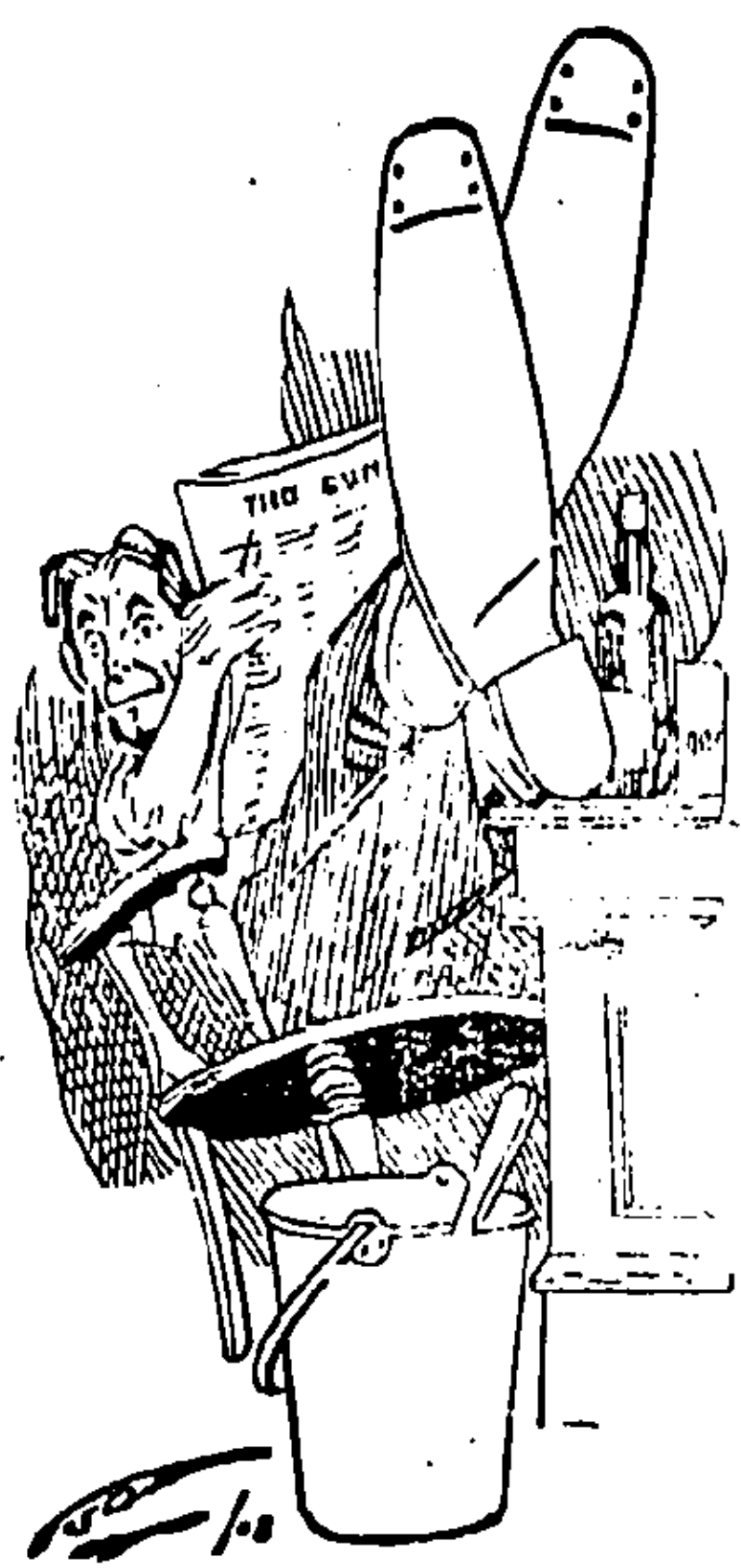
CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial	Moët & Chandon	50 " " "

ALSO TRY OUR

BLACK AND WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE
HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre ... \$5.00
The Half-Litre ... 2.50

CHAZALON & CO.

Sole Agents for Hongkong, China and Japan

Hongkong, 19th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 1/2 %	(\$680 buyers London 267 1/2
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$38 sellers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	5 1/2 %	\$180 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,343 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	11,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903	...	Tls. 75 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$784,445 \$906,872	\$1,959,926	\$32 for 1902	5 %	\$635 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	9 1/2 %	\$145 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,675 \$2,500	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$32 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$29 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	none	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 %	\$130
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 %	Tls. 48 1/2 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 %	Tls. 47 1/2 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 \$60,000 \$15,093	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 %	24/6 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,675 \$18,000 \$130,153	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04 \$0.90 & b. 20 cts	5 1/2 %	\$40
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	8 1/2 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$230 sa. & b.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	5 1/2 %	\$5 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$6 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$400
DOCKS, WHARVES & GODOWNS.								
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,989 \$250,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$114 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$595,471	\$6 dividend and \$2 bonus for first half-year 1904	6 1/2 %	\$224 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$210 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$27 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$110
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$7 dividend	7 1/2 %	Tls. 175 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final Tls. 12 for year end. 30.4.04	8 %	Tls. 135 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	7 1/2 %	Tls. 134 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 50,913	\$43,732	First year	4 1/2 %	\$250 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for 2nd half year 1903	9 1/2 %	Tls. 189 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$17 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$137 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$150
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 20 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$9,177	90 cents for 1903	7 %	\$12 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$636	\$2.60 for 1903	6 1/2 %	\$39 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 25
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	7 %	Tls. 37 sales
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	...	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	5 %	\$10 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,638	Tls. 26,389	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,829 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 sa'es
MISCELLANEOUS.								
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,161	First year	...	\$13
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 per share for 1903	5 1/2 %	\$5
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	\$3 for 1903	8 1/2 %	\$40
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22 sellers
Do. (New Issue)	24,000	\$15	\$7 1/2	...	...	None	...	\$100
China-Borneo Company, Limited	60,000	\$12	\$12	none	...	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	60 cents for 1903	9 1/2 %	\$17 1/2 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Tls. 6 for 1903	5 1/2 %	\$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$90 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	5 1/2 %	\$22 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1902	...	\$140 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.50 for 1903	7 1/2 %	\$32 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$5.50 for 1903	4 1/2 %	\$31 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$32,104	Final of \$ 1/4 making \$3 1/4 for 1903	11 1/2 %	\$31 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$10 cents for year ending 30.4.1904	6 1/2 %	\$15 sales
Hongkong High-Level Tramways Company, Ltd.	30,000	\$100	\$100	\$30,000	\$4,283	\$20 for year ending 30.11.1903	21 1/2 %	\$300
Hongkong Ice Company, Limited	1,750	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$250 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	6 1/2 %	\$21
Katz Brothers, Limited	7,500	\$100	\$100	\$375,000	...	First year	...	\$135 buyers
Laoc, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	none	\$21,582	\$13 for 1903	8 1/2 %	\$140 buyers
Maatschappij tot Mijn. Bosch en Landbouwen	2,500	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,443	Tls. 27,187	Final of \$7 making \$12 for year end. 29.2.04	...	Tls. 310 buyers
Maatschappij tot Mijn. Bosch en Landbouwen	2,500	Gs. 100	Gs. 100	none	\$803	3rd quarterly of Tls. 10/- paid 15.9.04	13 %	Tls. 310 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	making so far Tls. 30 a/c 1904	...	\$26 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$,000	\$832	\$2 for year ended 31.10.1903	7 1/2 %	\$55
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	First year	...	Tls. 104 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 104 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Tls. 5 for 1903	5 %	Tls. 100
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 10,000	Tls. 3,868	Interim of 15/- for 1904	7 1/2 %	Tls. 155
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	Interim of 15/- for 1904	7 1/2 %	Tls. 38 1/2 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	\$5 for year ended 31.7.1903	7 1/2 %	\$70
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	None	...	\$25
Straits Ice Company, Limited	10,000	\$5	\$5	none	...	60 cents for year ended 31.5.04	8 1/2 %	\$7
Straits Trading Company, Limited	250,000	\$10	\$10	\$450,000	\$83,493	\$1 1/2 for year ending 31.10.1903	8 1/2 %	\$3 1/2 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	\$1 div. and 25 cents bonus for half year	7 %	\$10 1/2 buyers
Tientsin Native City Waterworks Company, Ltd.	2,241	Tls. 100	Tls. 100	none	Tls. 413	Interim of Tls. 3 for 1904	...	\$12 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Tls. 2 for half year	...	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 130
Do. (Founders)	1,000	\$10	\$10	\$20,000	\$480	60 cents for year ended 31.5.1904	10 1/2 %	Tls. 130
Watkins, Limited	10,000	\$10	\$10	\$1,000	\$1,043	\$1 for 1903	10 1/2 %	\$180 buyers
William Powell, Limited	17,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$91